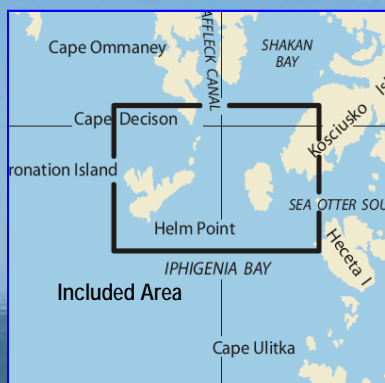


# BookletChart™

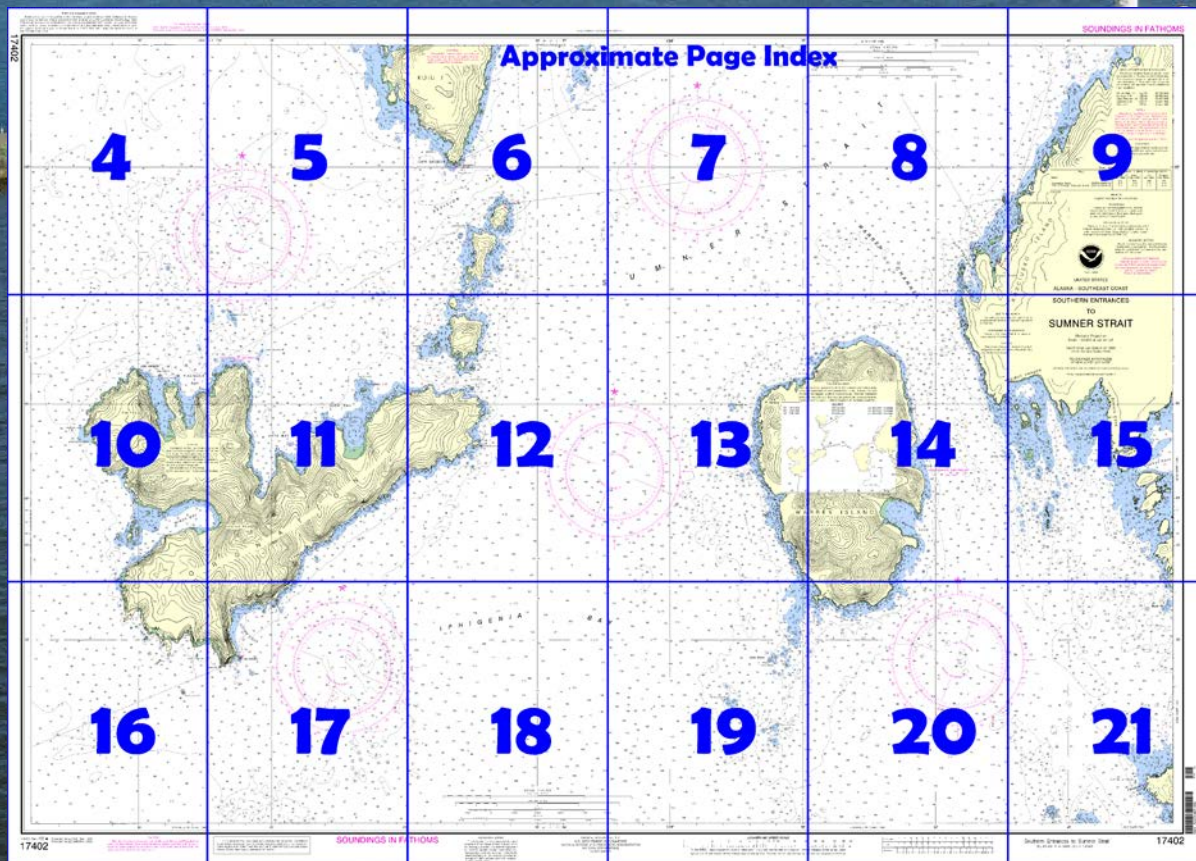
## ***Southern Entrance to Sumner Strait*** **NOAA Chart 17402**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17402>.



#### (Selected Excerpts from Coast Pilot)

**Warren Island** is almost rectangular in shape, with numerous peaks. **Warren Peak**, near the N end of the island, is snow covered from November to May. From N it shows prominently as a sharp, almost conical peak. From W, the skyline appears as a series of jagged summits; near the S end of the island it appears lower and rounding. From the S, the skyline appears ragged and irregular. The land rises abruptly from the shore and is heavily

timbered; the peaks are generally bare.

With the exception of small stretches of sand beach in Warren Cove, False Cove, and in the two small coves in the N coast, the shoreline is a

rocky shelf. Off-lying rocks that bare at different stages of the tide are from 50 to 600 yards off the W coast, about 175 yards off the S coast. Off the S end of Warren Island are three groups of dangerous, rocky, unmarked shoals. The outermost group, about 2.8 miles S of **Boot Point**, does not show but breaks occasionally with a long heavy break at low water. Another group, about 2.7 miles SW of Boot Point, has two rocks awash, one of which uncovers 8 feet. The third group, about 1.5 miles SW of the point, has a rocky islet 15 feet high. **Alice Rocks**, with a least depth of 1½ fathoms, are about 0.3 mile NW of the islet. Between the islet and Boot Point heavy tide rips were observed when the wind was against the current. Broken ground and shoals with a least depth of 2 fathoms were found in this area, and it should be avoided.

**Voluntary vessel traffic procedures** have been adopted for gillnet vessels and deep-draft vessels transiting the N section of Clarence Strait, Snow Passage, and Sumner Strait in the vicinity of Point Baker. Traffic lanes, about 0.2 mile wide, have been established for these areas as follows:

- 328°** from a point in Clarence Strait abeam of Point Stanhope in about 55°59.4'N., 132°39.8'W. to about 56°09.3'N., 132°50.8'W., thence;
- 333°** to a point about 56°15.9'N., 133°57.0'W., thence around the E side of Bushy Island to about 56°17.2'N., 132°58.0'W., thence;
- 299°** to a point about 56°18.6'N., 133°04.9'W., thence;
- 315°** to a point about 56°21.0'N., 133°09.5'W., thence;
- 277°** to a point about 56°23.0'N., 133°38.7'W., thence around Point Baker, about midway between Helm Rock and Mariposa Reef to a point about 56°22.5'N., 133°39.9'W., thence;
- 204°** to a point abeam of Calder Rocks in about 56°15.1'N., 133°45.7'W.

Cruise ships, ferry vessels, and other deep-draft vessels are requested to observe the following practices:

1. Announce your presence 30-45 minutes prior to entering the areas and at regular intervals while transiting through the area.
2. Avoid meeting and do not overtake vessels in Snow Passage.
3. Travel along indicated tracklines as much as possible and maintain a safe speed.

Gillnet vessels should:

1. Adequately mark the net end with lights and radar reflectors.
2. Monitor VHF-FM channels 13 and 16 and listen for broadcasts by deep draft vessels in the area.
3. Provide for two-way traffic of large vessels along the designated tracklines.
4. Warn other gillnetters if they appear to be in the lane when there is commercial vessel traffic approaching.
5. Do not place sleep sets within or adjacent to the shipping lane.

**Coronation Island**, W of Warren Island is divided into three peninsulas by Windy Bay on the W side and Aats Bay on the N side, the heads of which are separated by a range 1 mile in the center of the island.

**Dangers.**—The rocks off the S end of Coronation Island are described under Helm Point. The most important dangers off the N coast are as follows: A 2-fathom spot, which during heavy weather shows as a breaker, is 2.3 miles NNE from Nation Point; it is not marked by kelp. A rock that uncovers 8 feet is 1.1 miles NNW from Aats Point. A very heavy breaker 0.2 mile SE of the rock was occasionally observed during a severe gale, but the shoalest depths found were 7½ fathoms. A 2¼-fathom shoal, marked by kelp during the summer, is 0.4 mile WSW of the rock in 55°56'47"N., 134°17'28"W.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000



# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water

## Mercator Projection

Scale 1:40,000 at Lat 55° 54'

North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Craig, AK	KXI-80	162.475 MHz

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.382" southward and 6.204" westward to agree with this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## LOCAL MAGNETIC DISTURBANCE

Magnetic disturbance exists in areas covered by this chart. Differences from the normal variation have been observed at the following locations:

Aats Point, Coronation Island 3°  
False Cove, Warren Island 4°

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## VEGETATION

In general the land is heavily wooded up to an elevation of about 1500 feet. Above that the woods thin out and the higher peaks are bare.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Coronation Island	(55°54'N/134°07'W)	10.7	9.9	1.4
Pole Anchorage, Kosciusko Island	(55°57'N/133°49'W)	11.4	10.5	1.3

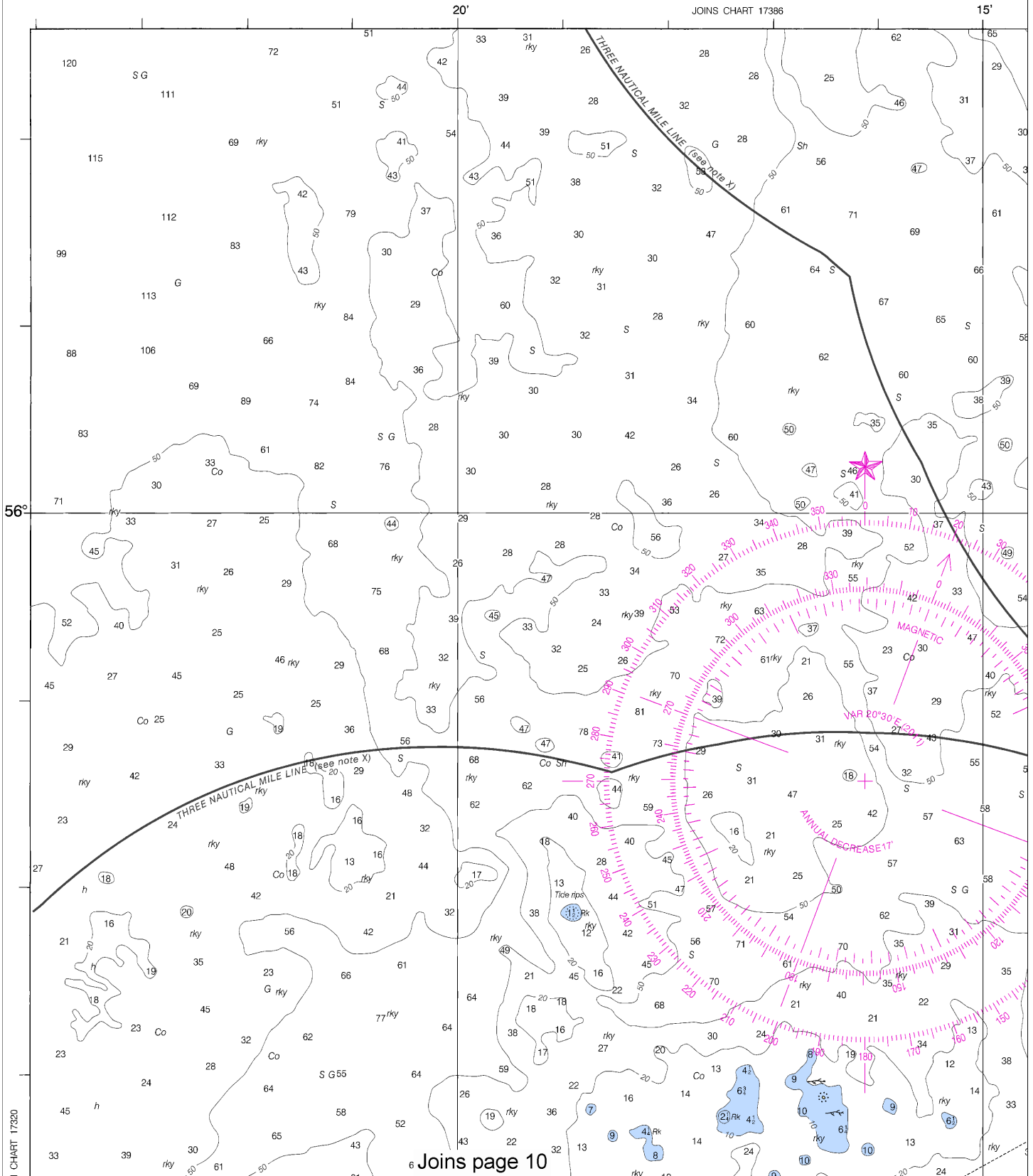
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2010)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nod.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

COLREGS, 80.1705 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line

17402

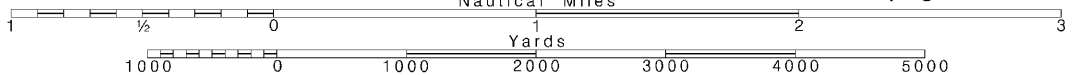


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Nautical Miles

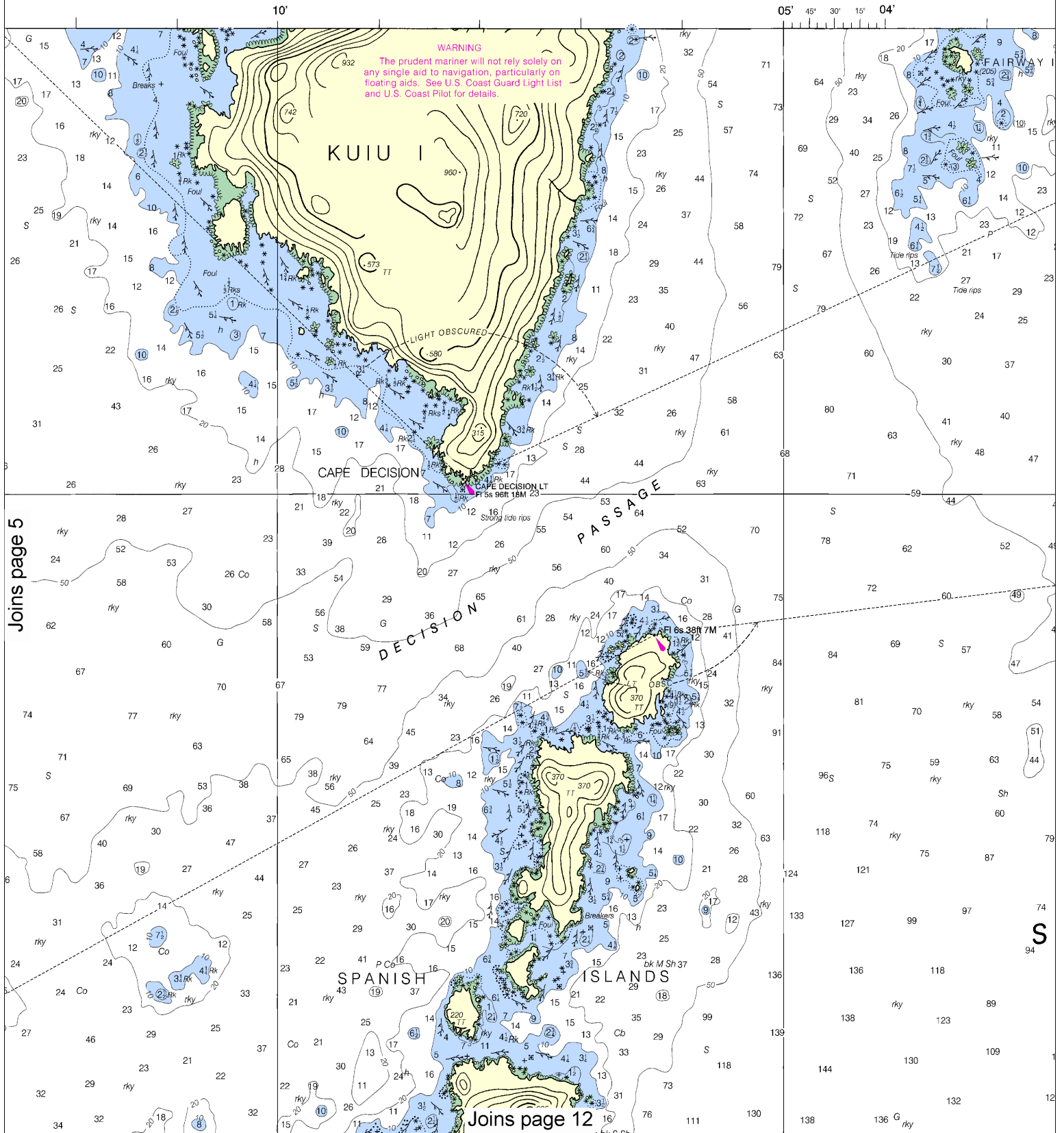
See Note on page 5.

Note: Chart grid  
lines are aligned  
with true north.



4





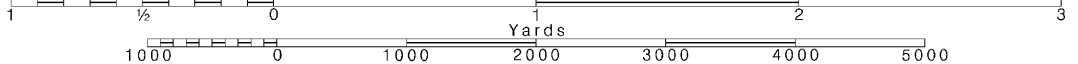
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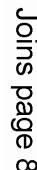
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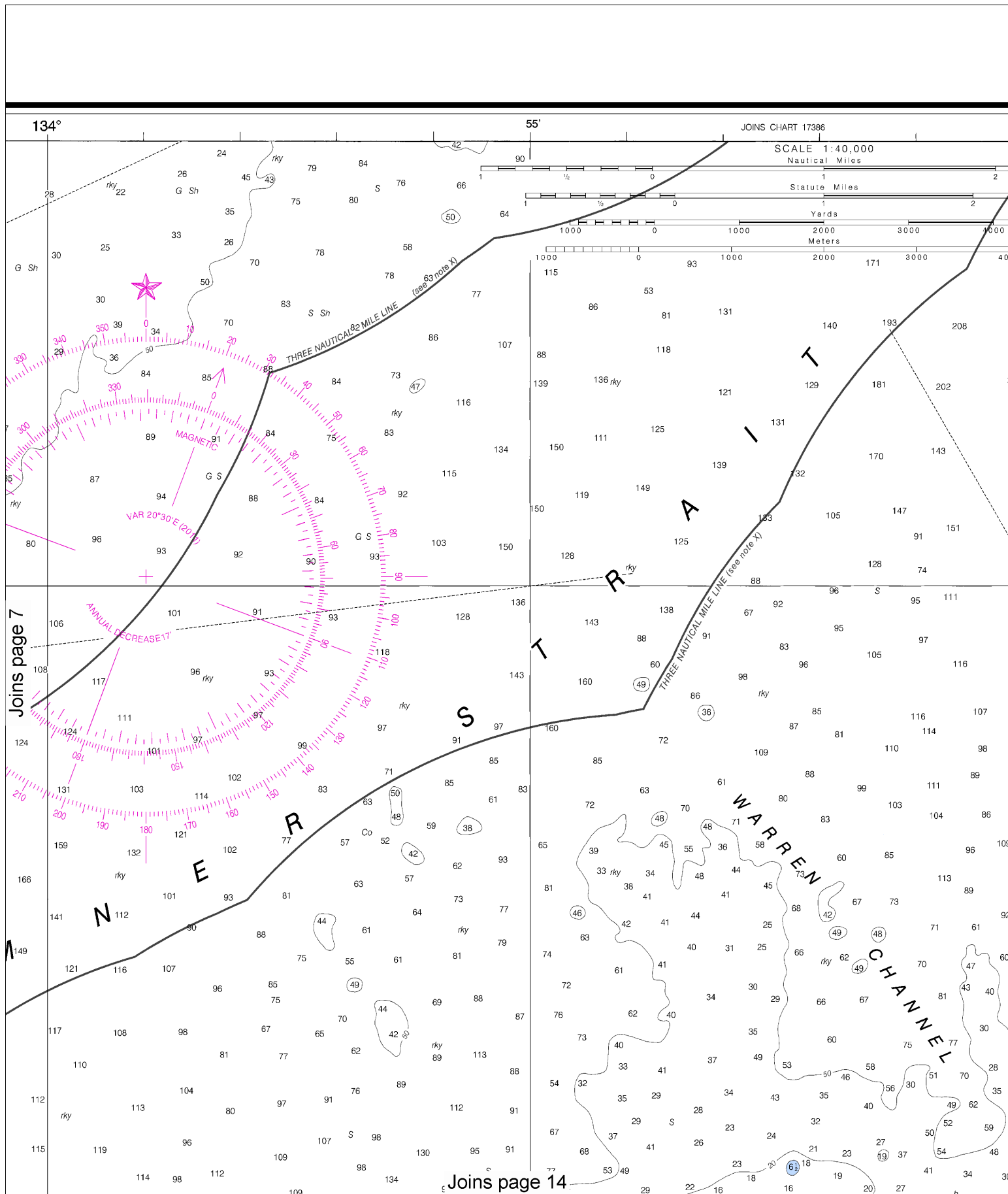
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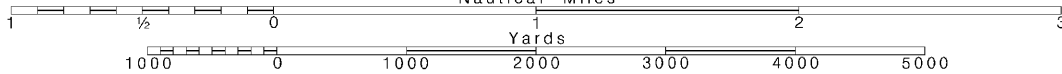
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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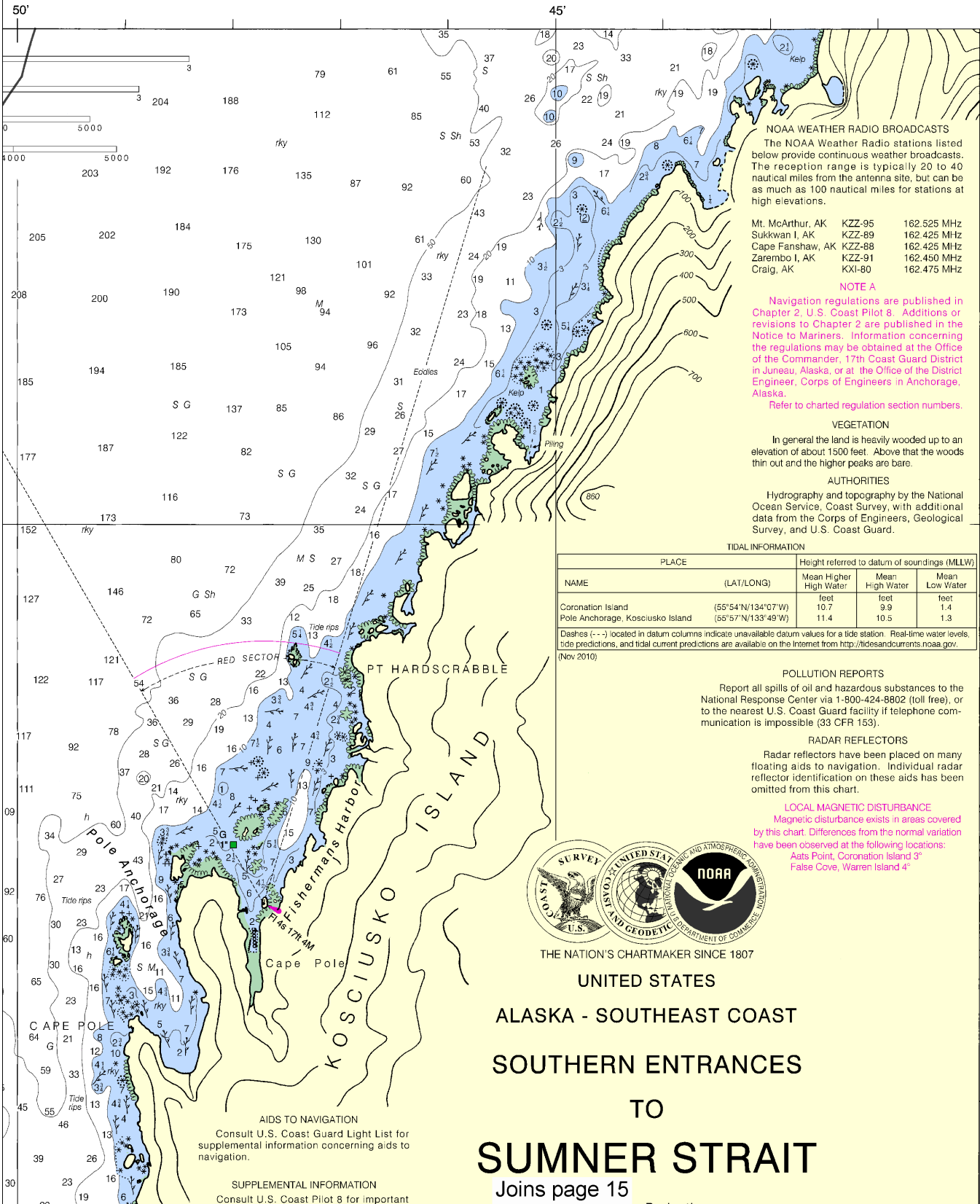
See Note on page 5.





SOUNDINGS IN FATHOMS

17402

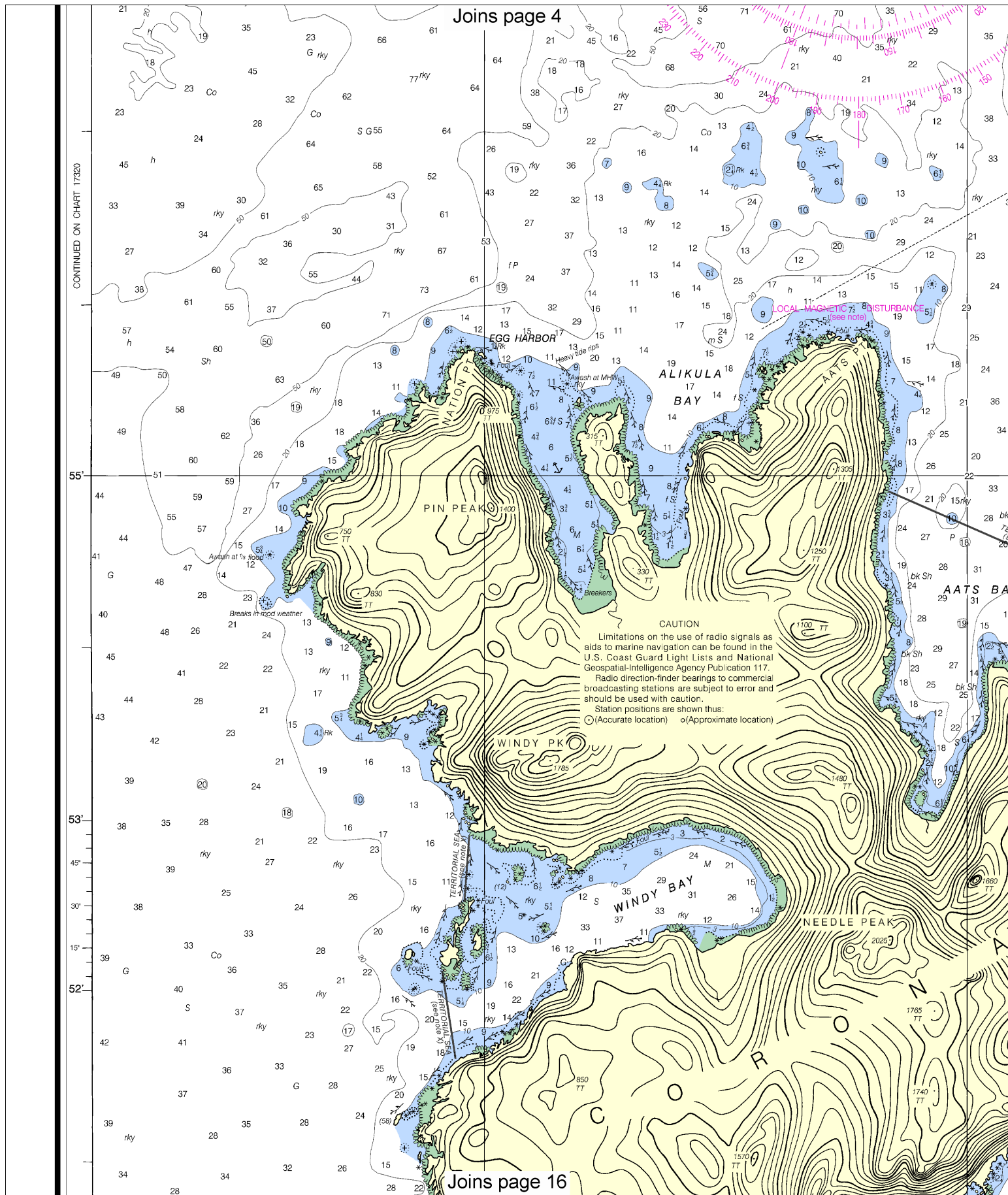


56°



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTHEAST COAST  
SOUTHERN ENTRANCES  
TO  
SUMNER STRAIT  
Joins page 15



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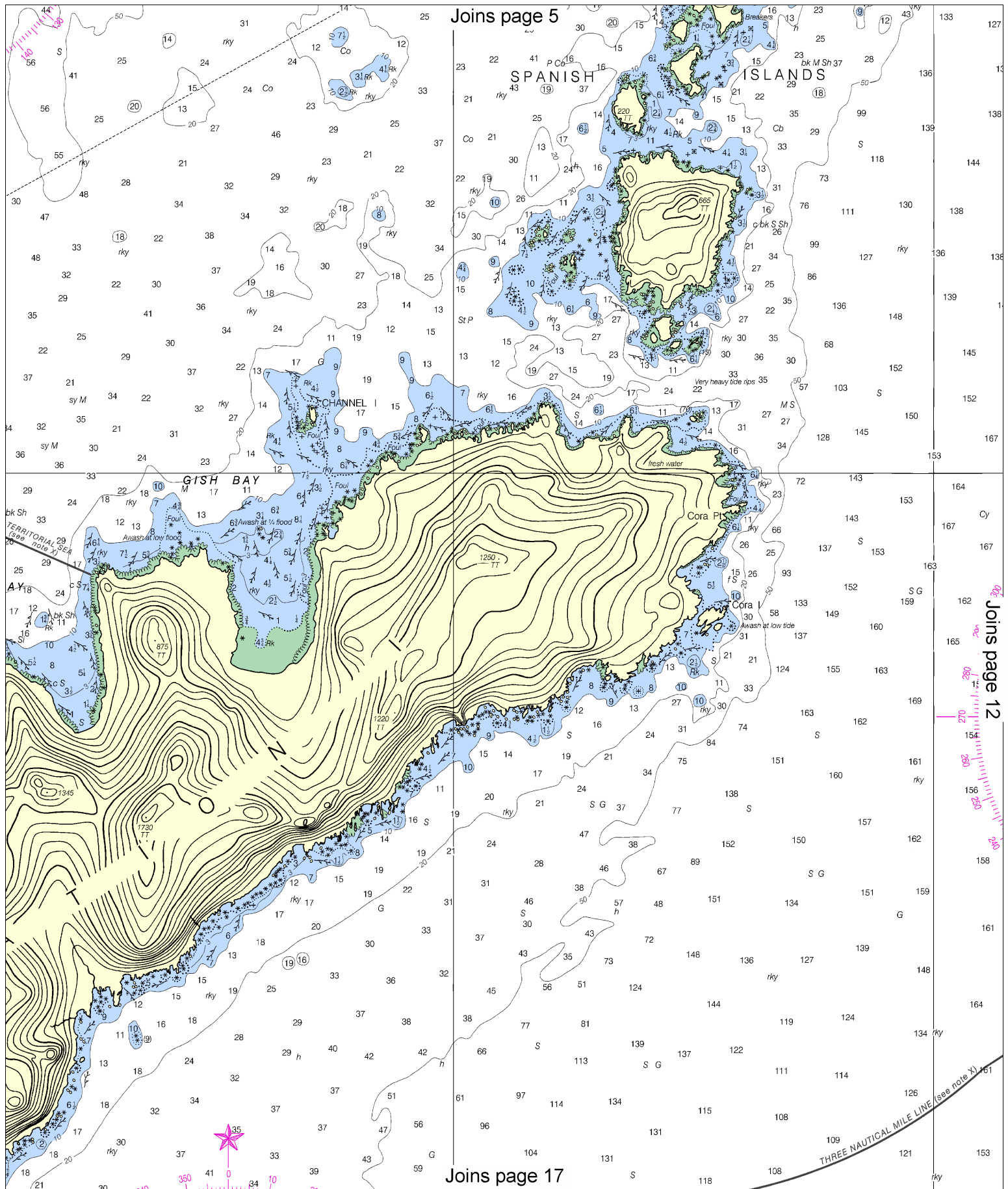
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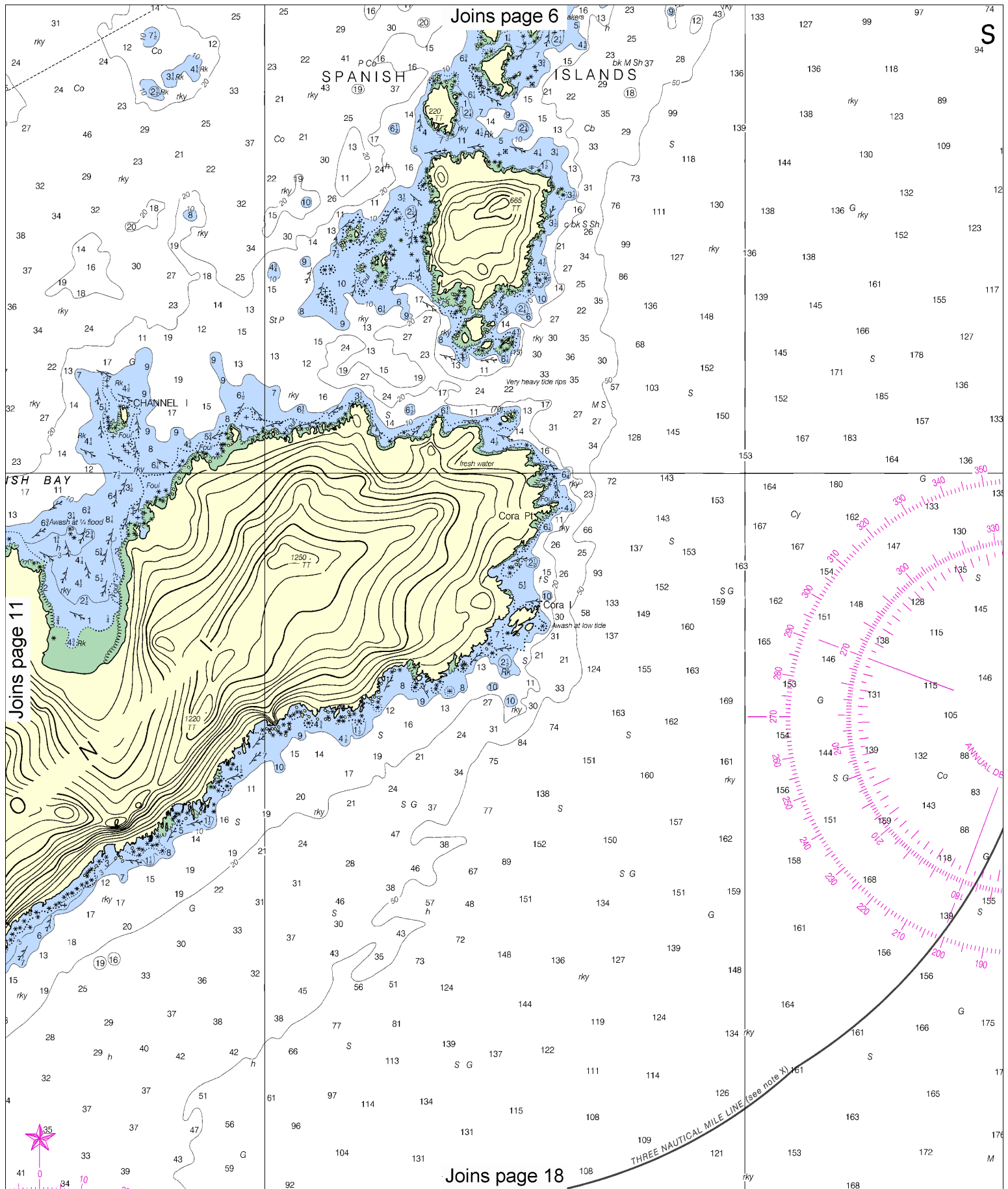
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Nautical Miles

See Note on page 5.









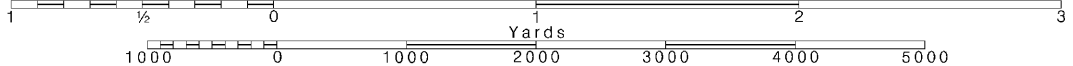
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Note: Chart grid lines are aligned with true north.

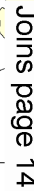
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.

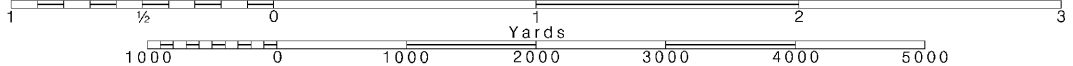






~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.



Joins page 9 D STATES

ALASKA - SOUTHEAST COAST

SOUTHERN ENTRANCES

TO

# SUMNER STRAIT

Mercator Projection

Scale 1:40,000 at Lat 55° 54'

North American Datum of 1983

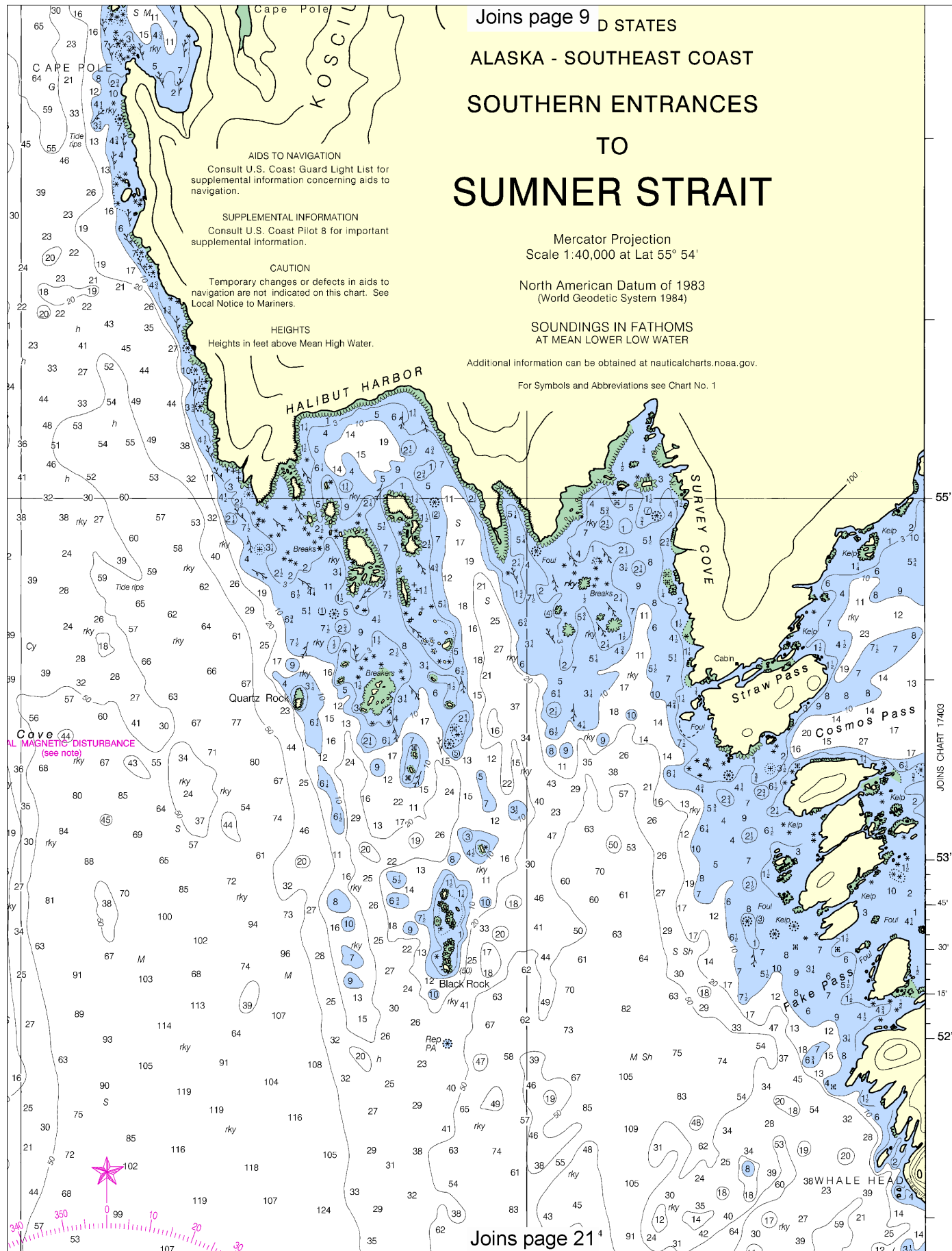
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

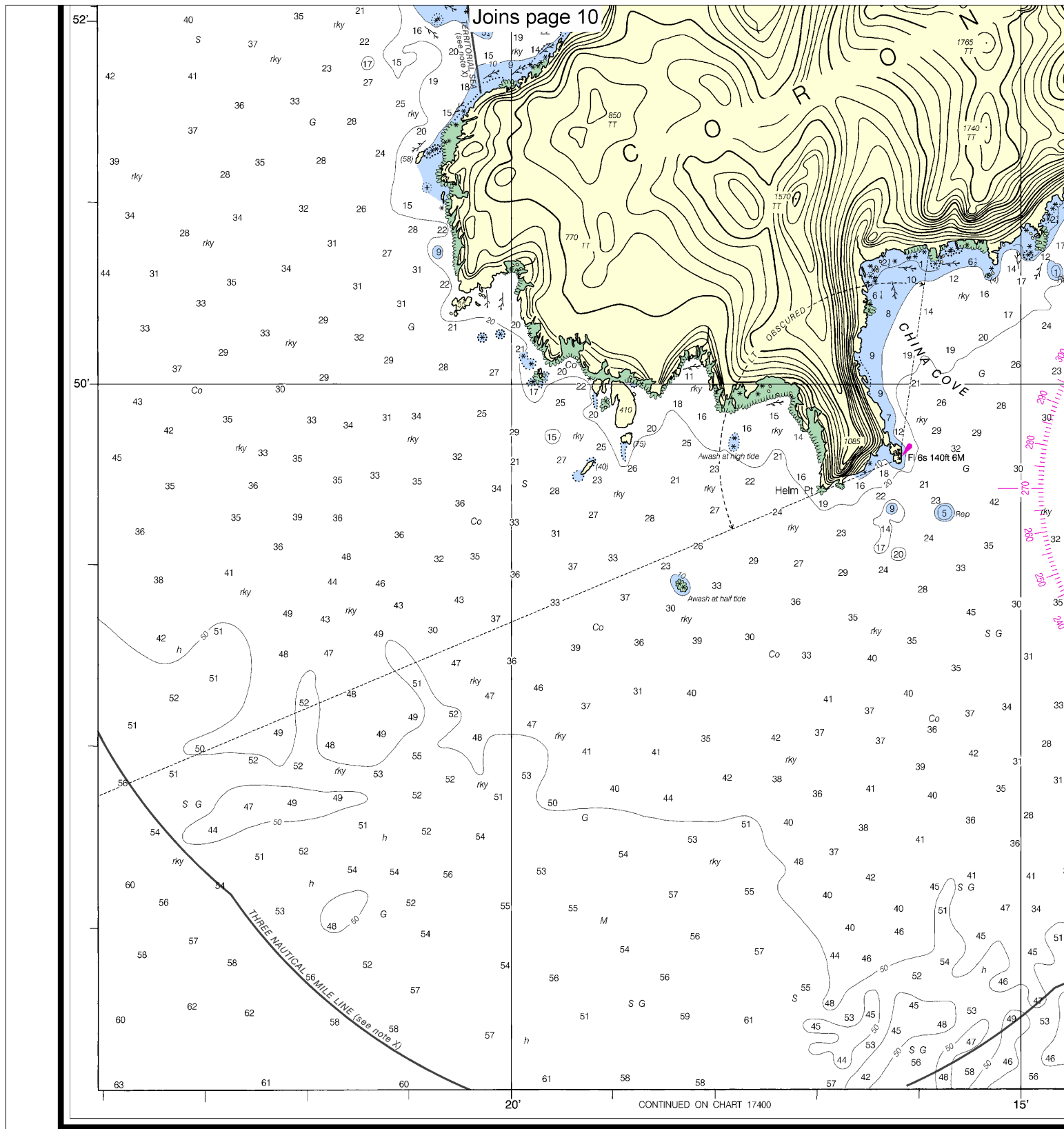
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1







12th Ed., Dec. / 10 ■ Corrected through NM Dec. 25/10  
Corrected through LNM Dec. 14/10

**17402**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding to this chart to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

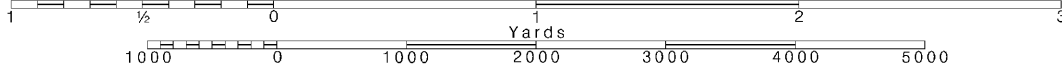
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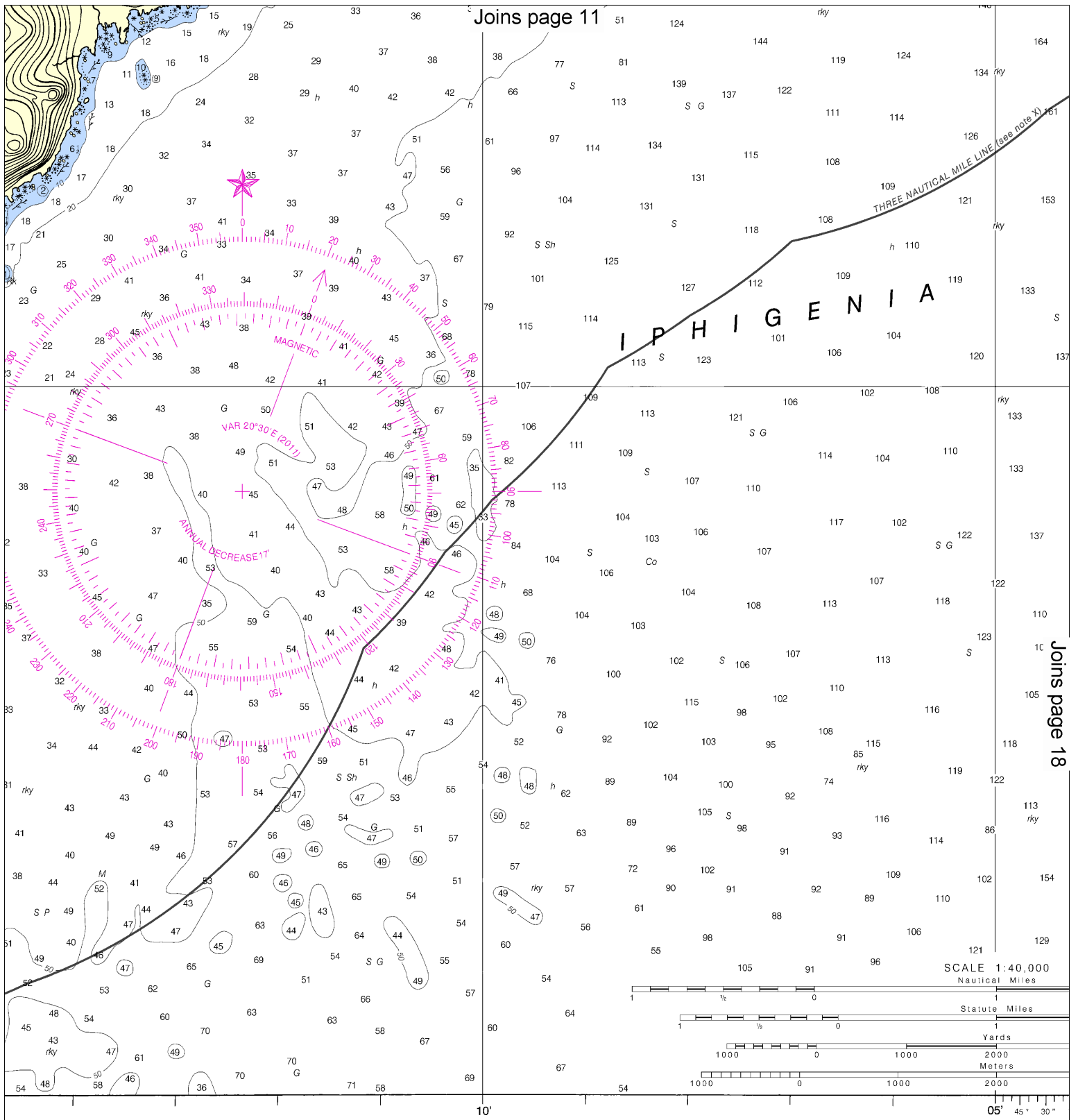
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





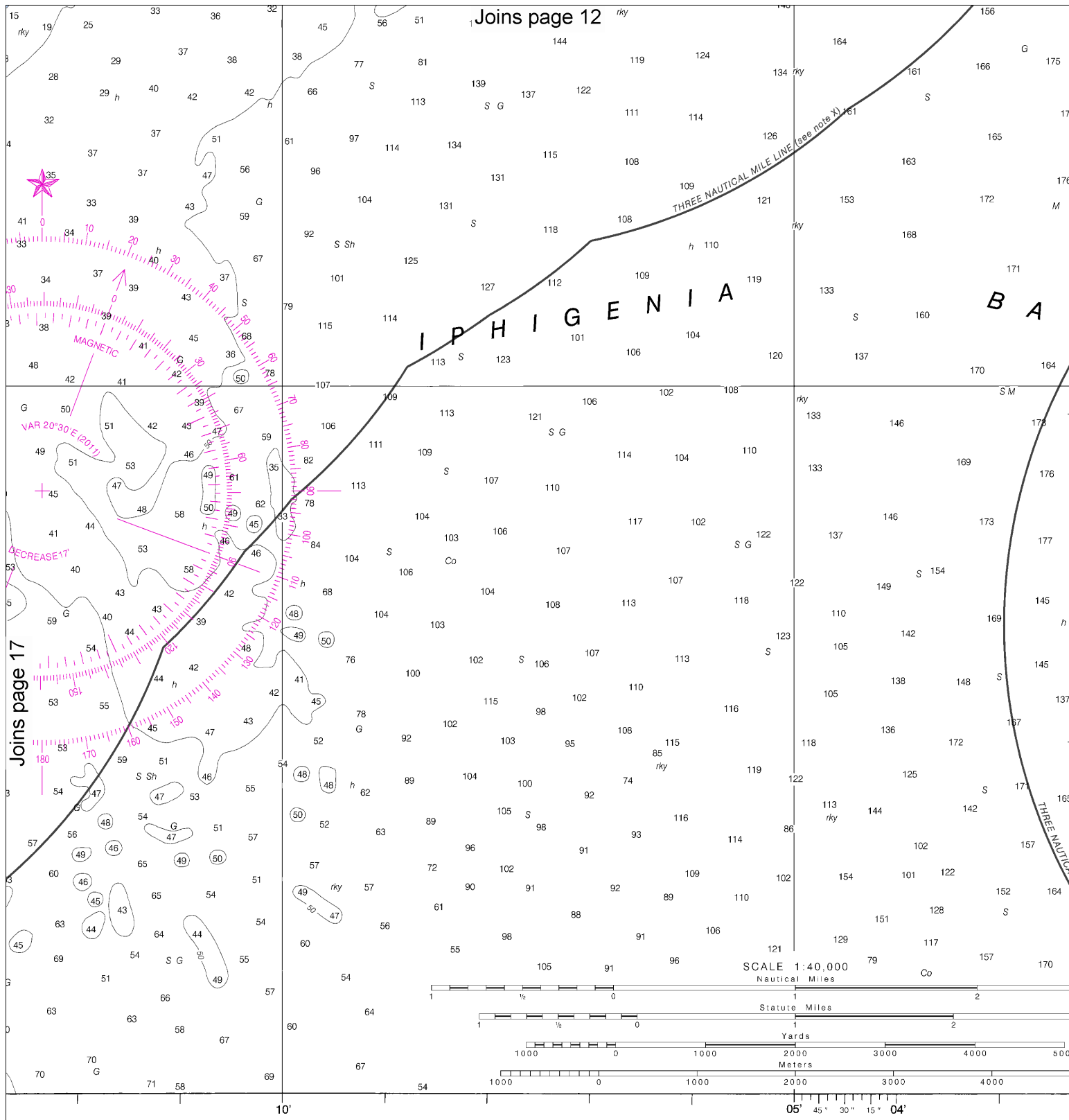


#### HORIZONTAL DATUM

Navigation. The National Ocean Service, or comments for (CS2), National Ocean

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.382' southward and 6.204' westward to agree with this chart.

**SOUNDINGS IN FATHOMS**



#### HORIZONTAL DATUM

horizontal reference datum of this chart American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an of 1.382" southward and 6.204" westward when used with this chart.

## SOUNDINGS IN FATHOMS

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

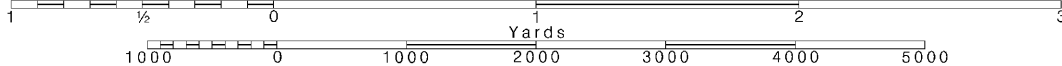
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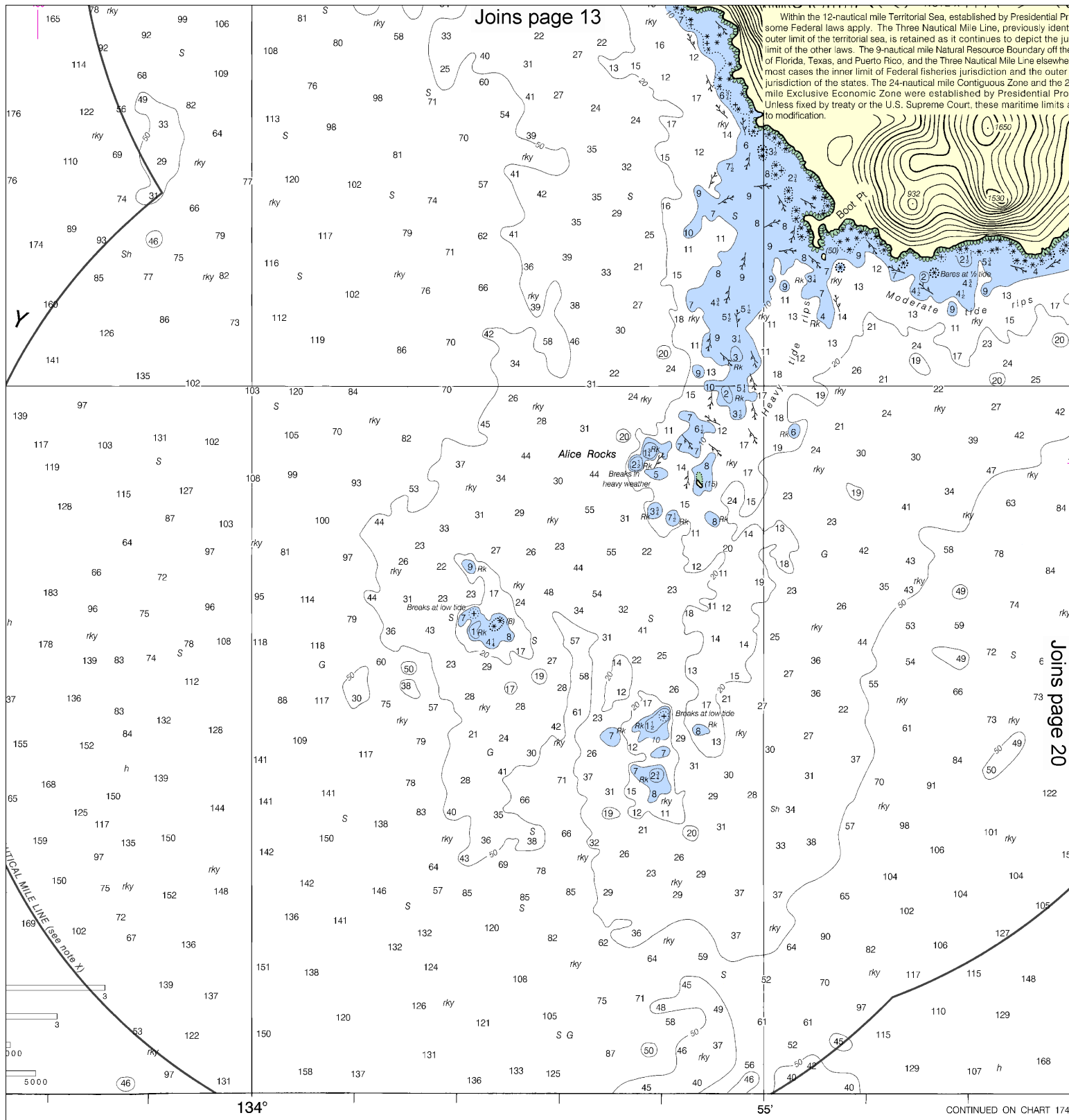
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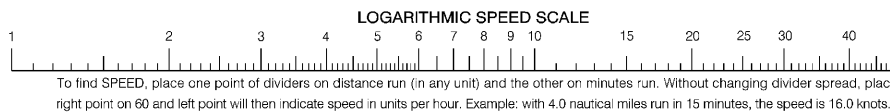
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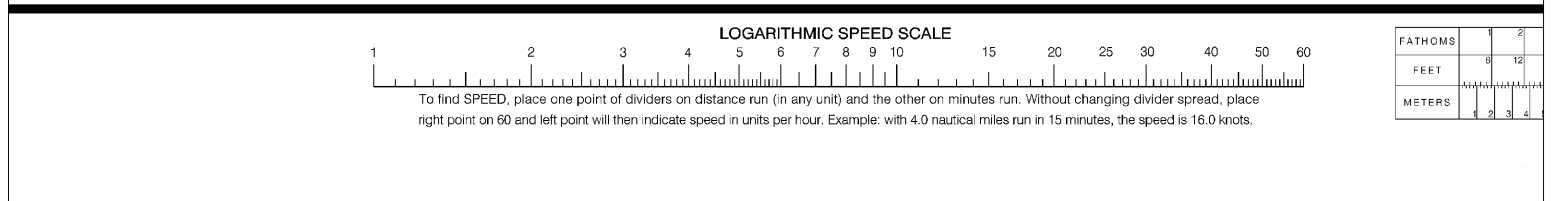
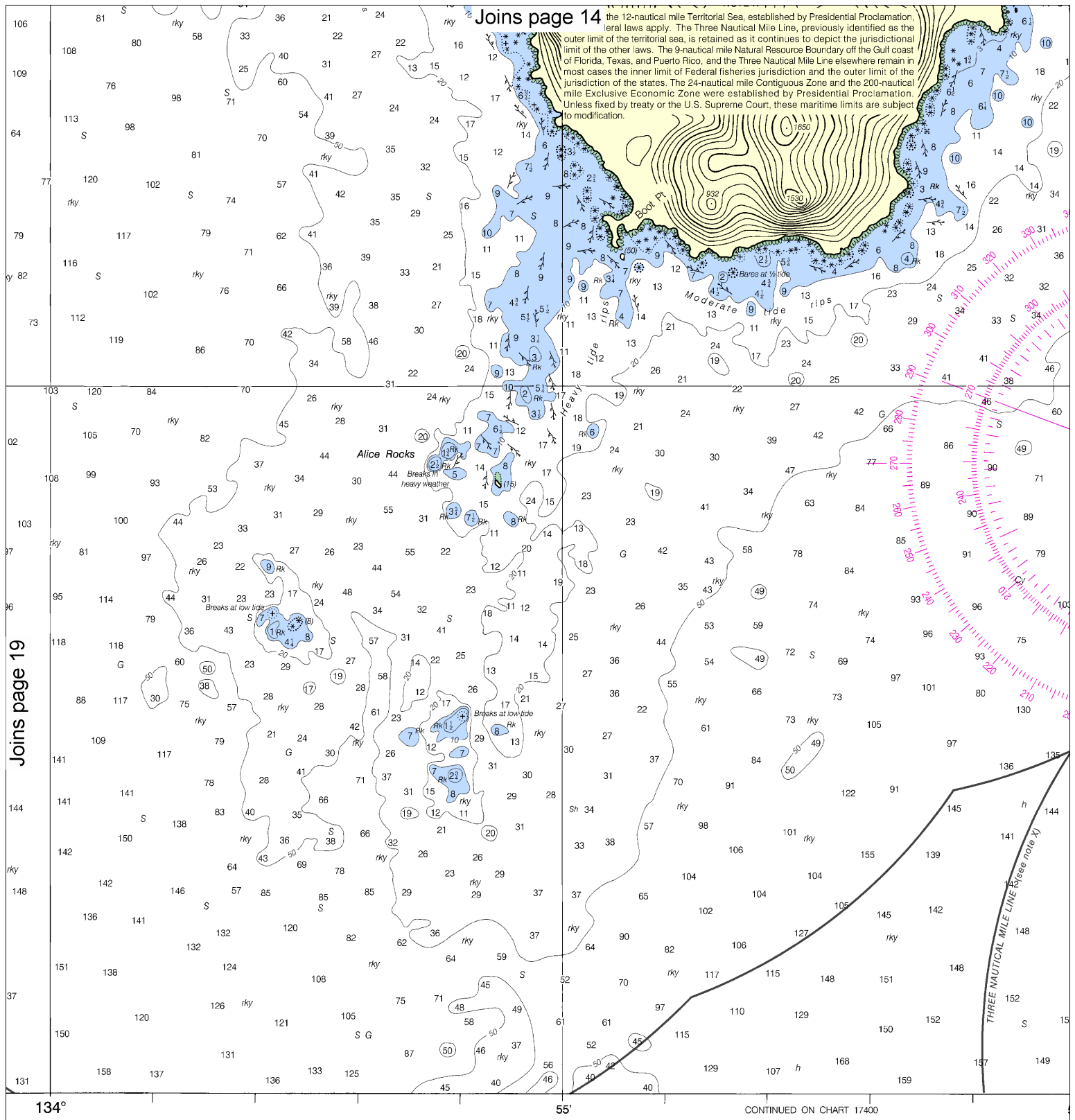
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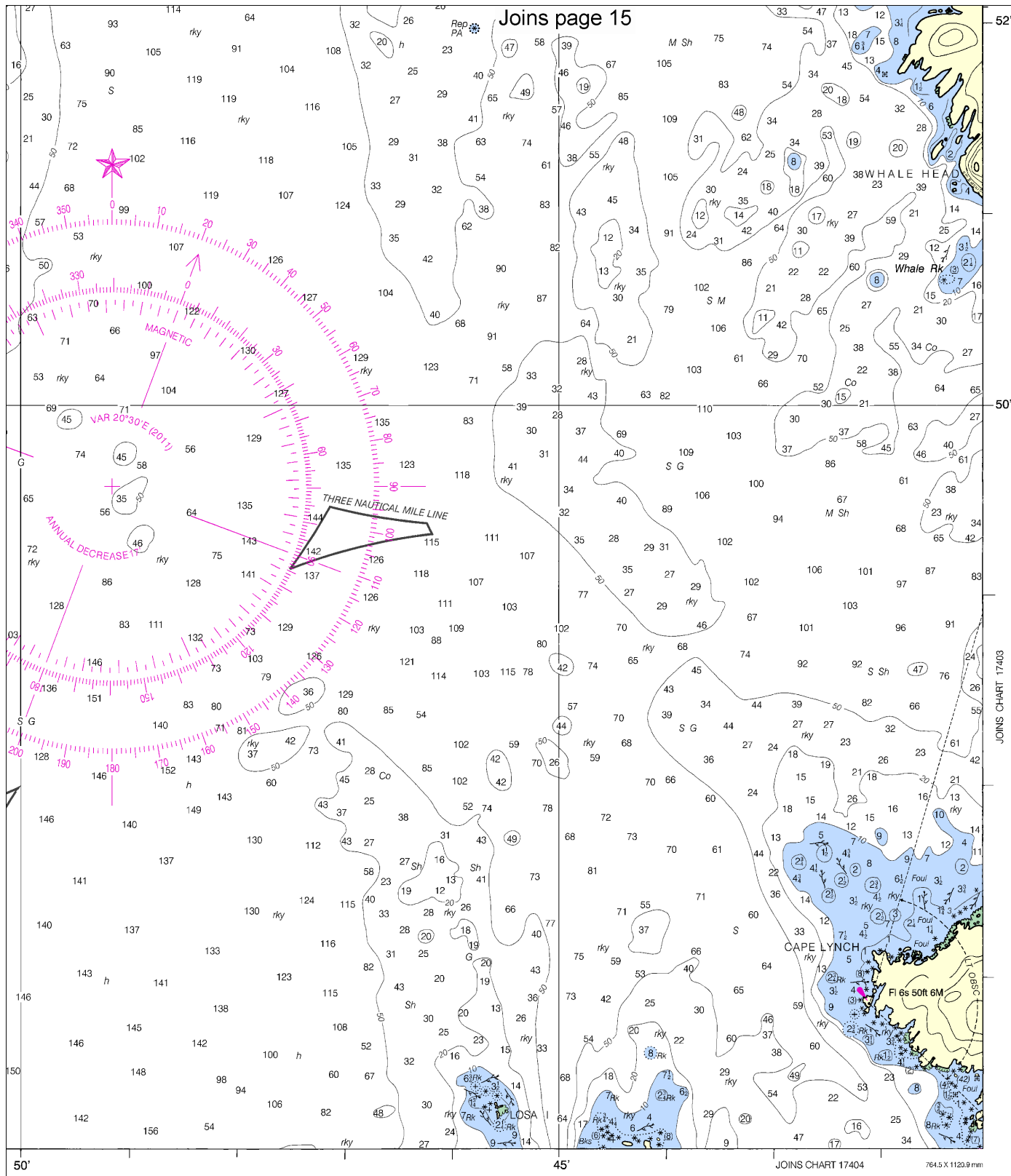


Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST GUARD SERVICE  
HYDROGRAPHIC SERVICE









Southern Entrances to Sumner Strait  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17402

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
20	21	22	23	24	25	26	27	28	29	30	31			

ED. NO. 12  
NSN 7642014011408  
NGA REFERENCE NO. 17BHA17402



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker